

PCN

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80

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Dates(s)		Location	2019 Event Information
Aug 25 Sun	WA	Seattle	<p>Cit-Chat BBQ. 1 PM at Axel and Uschi's Call 206-439-0202 or e-mail info@2CVsRus.com for directions, RSVP not required.</p> <p>The Membership will be voting on a proposal to raise the NWCOC annual dues to \$30.00. Bring: Meat for BBQ and/or other dishes. We will provide: German Bratwurst, soft drinks, and entertainment! If it rains: The party room in the garage will be ready and the grill will be covered.</p> <p>NWCOC Silent Auction! Bring: Please bring items to donate to the NWCOC Silent Auction. Proceeds are used to support our club. These need not be Citroën or even car related! Please make sure that auto parts are clean or wrapped for protection. Bid: The Silent Auction augments the club treasury and we count on it! Be ready to take home some fabulous items!</p>
Sep 7 Sat	BC	Vancouver	<p>Tour de Côte sur Mer. A nice easy day with a rendezvous to start at Ambleside Beach in North Vancouver before a little tour de côte sur mer along some beautiful winding roads through the most expensive neighbourhood in Canada. Lunch at the West Vancouver Yacht Club (Menu fixe).</p>
Sep 20-22*	CA	Cambria	<p>Rendezvous 2019. Citroën's 100th Anniversary at the Cambria Pines Lodge, Cambria, CA. Let's try to get 100 Citroëns.</p> <p style="text-align: center;">PLEASE SEE INFO AND FORM ON PAGES 18 - 19. NOTE: Our rooms at Cambria Pines are sold out. There are plenty of other nice places in Cambria. We recommend the Bluebird Inn, https://www.bluebirdinn cambria.com/ http://www.citroensanfrancisco.com/Citroen_San_Francisco/Rendezvous_19.html</p>
Oct 5 Sat*	WA	Goldendale	<p>Concours de Maryhill. at Maryhill Museum of Art, 35 Maryhill Museum Dr, Goldendale, WA 98620 - We Are Invited And French Cars Are Featured This Year - See Form on Page 17.</p> <p>Open Car show. All makes, models and years are welcome. 9 AM to 4 PM Silent auction. Items include local wines, motor oil, winery tour, and more. Trophies - Dash Plaques - Raffle prizes. Grand prize is a flat screen SmartTV. Vintage race car display noon to 2 PM by Maryhill Loops Vintage Hillclimb Association Drive up the historic Maryhill Loops Road from noon to 2 PM (open to the public). Catered BBQ dinner (following awards ceremony): Bob's Texas T-Bone. Ticket price: \$18. Tickets can be purchased the day of the show. \$20 entry fee per car. Preregister by Sept. 28th for only \$15 per car. One dash plaque per entry. Receive 2 free Maryhill Museum passes per vehicle entry.</p> <p style="text-align: center;">Car Show Schedule</p> <p>9:00 AM - Vehicle registration begins; Silent auction begins; Raffle ticket sales begin. Prizes raffled throughout the day. Grand Prize: Flat Screen Smart TV 12:00 PM - Maryhill Loops Vintage Hillclimb Association (MLVHA) racers arrive; Open Show ballots due at Registration table 12:00 PM-2:00 PM - Maryhill Loops Road open to drive. Save your spot and return after the drive 1:30 PM – MLVHA Race Car voting ballots due at Registration table 2:30 PM - Silent Auction ends 3:00 PM - Raffle Grand Prize TV 3:30 PM - Awards Ceremony 4:00 PM - Event Dinner – Get tickets at the Registration tent during the show. Ticket price: \$18</p>
Oct 5-6*	J	Nagoya	French Blue Meeting 2019. Japan's largest gathering of Citroëns yearly in Nagoya.
Oct 13 Sun	WA		Autumn Drive Tour. Please contact Paul Melrose, PanhardPaul@gmx.com
Oct 20 Sun	BC	N. Vancouver	<p>Tour de Feast-Denouement Dejeuner. A wind down to the end of the good weather season for our cars. Heart warming comfort food served with kindness from a family restaurant in North Vancouver. We will have a special menu for the event from 2 PM to 4 PM attendance. More info on the website at www.tourdefeast.com. Always delicious no matter what you choose! Popular!</p>
Nov 3 Sun*	CA	Van Nuys	<p>Best of France and Italy. Woodley Park, Burbank Blvd at Woodley. One of Southern California's best attended events, this event is well worth an afternoon. Typically has food and swap meet vendors along with the cars. See www.franceanditaly.com</p>
Dec 12 Thu	CA		CCC Fête de Noël details TBA www.citroencarclub.us
			* Indicates event not sponsored by CCC-NWCOC-CAC

Citroën 19_19 Concept

Citroën Presse



Citroën 19_19 Concept, Le Voyage In E-Comfort Mode

Following Ami One Concept revealed last February and embodying the urban electric mobility, Citroën is presenting 19_19 Concept, expressing Citroën's vision of ultra-comfort and extended mobility to escape from the cities. Two electric concept cars responding to all the needs of the customers willing to be free to move, in a world asking for "always more".

The new concept car illustrates ultra-comfort at the service of tomorrow's mobility, -Through its design: a cabin designed as a true living room in its architecture and materials, plunging each occupant into a cocoon in which each seat is a unique experience of absolute comfort; -Through its technologies: a full-electric concept car with a range of 800 km, a true magic carpet ride with a suspended cabin equipped with suspension with Progressive Hydraulic Cushions® combined with smart active control, and featuring autonomous driving technologies and a proactive personal assistant that interacts unprompted with the passengers, bringing each one a whole new experience of car travel.

Welcome Screen on the Doors

The curvaceous cabin boasts original proportions, broadening in the elbow and shoulder area to accommodate passengers in the best possible conditions. The design of the extremely wide glazed bubble, inspired by the world of aviation, initiates the base of an "aeroplane wing" on each side, underscoring the sense of robustness, breadth and aerodynamics. The side includes a black panel that blends into the front door, which serves as a welcome interface for motorists approaching the vehicle. The car acts as a true personal assistant, recognising the driver, welcoming them and interacting with them through the black panel displaying animated graphic messages, for example illustrating the locking and unlocking of the doors.

A Subframe Emphasizing the Fully-Electric Technology

The closer you get to the concept car, the more the details become important. While generally hidden on other cars, the technical components and technological details on 19_19 Concept are highlighted. They are showcased and worked aviation-style, isolated and each with its own function. 19_19 Concept is a pure bubble but the technical components are deliberately visible. The vehicle's technologies are thus practically in raw state and visually staged, such as the light diodes indicating the activation of the various technical components relating to the electric drive train and the autonomous driving functions.

The subframe on 19_19 Concept was designed like a skateboard, as a deliberately visible technical platform home to the electric batteries and all the technical components. Fully streamlined, the subframe comprises

aerodynamic appendices and piping to optimise air flow, as well as an array of sensors and radars useful to the operation of the vehicle. At the rear, under the cabin, the stem shape enhances aerodynamics by closing the air flow, inspired by the rudder of an aeroplane.

In a reference to Citroën's French roots, the subframe features three coloured lines forming the French flag. All the technical components are finished in black, either matte or gloss, the function being underlined by the contrast.

The Best of Electric Technology For Limitless Mobility

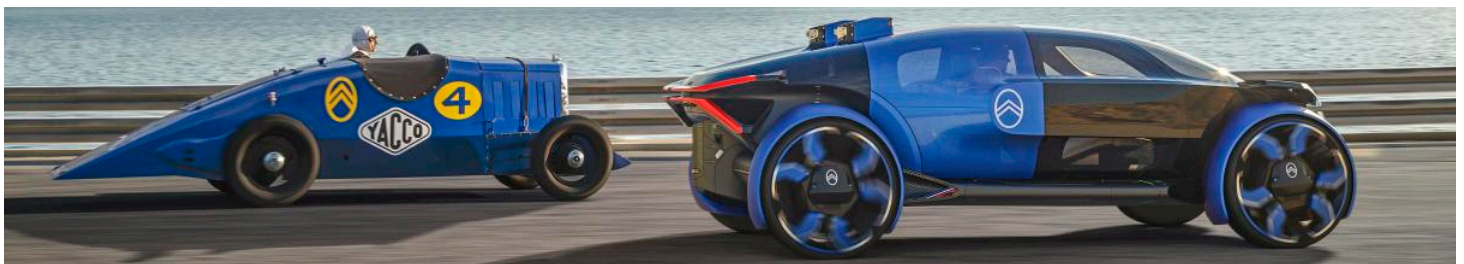
Futuristic and forward-looking yet realistic, 19_19 Concept is powered by an all-electric drive train fully consistent with Citroën's strategy to con-



tribute to the energy transition. 19_19 is powerful and fleet, accelerating from 0 to 100 km/h in five seconds and reaching a top speed of 200 km/h. Fuelled by 100 kWh batteries, the 4WD drive train comprising two motors (one at the front, one at the rear) develops torque of 800 Nm for power of 340 kW. The vehicle has a range of 800 km under the WLTP protocol, for freedom of movement without constraints.



For even greater comfort in use, 19_19 Concept features quick charging technology (with 600 km of range recovered in 20 minutes). For trouble- and cable-free charging, 19_19 Concept is equipped with an induction charging system whereby the batteries are able to charge directly while driving where the road infrastructure so permits. 19_19 Concept is adapted to all types of journeys, be it a trip to the country, holidays in the mountains or a weekend by the sea. Breaking with the trend of electric vehicles offering limited range, 19_19 Concept fully opens up new possibilities.



Local Events Recap

PCN Editorial Staff, Images from Biblioptiucs Alanskii, Paul Melrose

Highway Earth

Highway Earth takes place in secluded Franklin Canyon Park which is one of the few wild areas left in the middle of the Los Angeles sprawl. The mix of vehicles tends to be eclectic and much less formal than the park-on-the-lawn variety car show. This year, the attendance seemed lower than it has been in the past, perhaps due to the steamy temperatures.



Above: 1959 Panhard Dyna Z16 “Grand Standing.” The name refers to the two-tone paint and other Luxe details over the typical Dyna.

Below: 1955 Traction 11 B Légère bearing flowers and a tiny Tour Eiffel.



Above: 1971 2CV AK 250, retired French postal van, named “Chuck.”

Below: 1986 Peugeot 205 GTI 1.6 foiled the marque’s staid reputation.



Above: French car ambience with Peugeot and Citroën, *mais les Renault sont où?* The Renaults were where? Hmmm?

Below left: 1970 DS 20 with Alaska plates and **right:** the loveliest pink 2CV in Southern California.



Below: Ripple-bonnet 2CV demonstrating the dual use of the seats.



Below: 1987 Peugeot 505 Turbo S, in a suitably urgent red color.



Autumn Drive Tour

Images from Paul Melrose

Paul Melrose once again organized a well-attended drive tour featuring a truly international mix of vehicles. Makes were German, French, Italian, Japanese, British, Anglo-American, and regular American. Powerplants included air-cooled and liquid-cooled engines, placed front, mid, and rear and battery-electric power.

Paul's tours are informal activities typically featuring a pub or cafe and this was no exception, with Lennard K's Boat House in Allyn, WA. The event is worth a few hours on a nice weekend.



Tulip Run

The 100 Km Tulip Run started in Bellingham at Woods Coffee House for our pre-tour meeting and map distribution. This revealed the benefit of local, independent coffee houses, with interesting beverages and food.

The Chuckanut Drive tour started right off, our destination Chuckanut Manor 22.3 Km away. The road hugs the hills over Samish Bay so the



Above and Below: Our rendezvous in Bellingham. We were joined by visitors from Canada with a Renault Twingo.



Below: On Chuckanut Drive, winding road. Occasionally traffic will halt unexpectedly where there is a point of interest and jockeying for parking.



likelihood of getting lost is slim. The establishment is both a Bed & Breakfast and a restaurant specializing in seafood. The brunch buffet had every expected type of food including egg, bacon, meat and potato dishes. The atmosphere is as desired as the food. Unprecedented views over Samish Bay and the varied San Juan islands include an active railroad right-of-way, and was that Nessie? Something for everyone which is the point.



Above and Below: At Chuckanut Manor, proper brunch buffet setup; life is short, eat dessert first. French cars on tour: Renault, Panhard, Citroën.



Super Swap Meet

The Hammond swap meet took place on a toasty summer afternoon in Sylmar. Citroën parts as large as D model body panels, 2 CV rims and tires, down to a turn signal switch knob were offered. Some people bought parts by the box while others carefully combed through every shelf to purchase several lots. Pauline had many framed photos, miniature cars and Francophile placemats, cups, bowls and plates.



Below: Citroën LNA, which is not a sight one sees every day in North America. Visa-type 652cc air-cooled engine with electronic ignition, 1565 lbs, 78 mph, and only 11 feet 1 inch length compared to a 2CV at 12' 5".



Raid Canada Epilogue - Grouse Inn

PCN Editorial Staff, Images: Chris Adshead, Staff

The Grouse Inn in North Vancouver, BC, V7P 3B3, has been a home base for many NWCOG and CAC events spanning at least three decades. We visited for the kickoff or endings of Raid Canada, Raid America West, and Raid Alaska, not to mention other overnight club events over the years. Not the fanciest accommodations, but there were lots of rooms, and parking.



Above: August, 1986. Raid Canada arrived in Vancouver for Expo '86. We were so relieved to no longer be camping we kept coming back.



Above: Kickoff of Raid America West, July 15, 1994.

Below: End of Raid Alaska, June, 2006.



Below: Grouse Inn under demolition June 16, 2019. The west coast's property value trends made the corner location of Lower Capilano Road at Marine Drive inevitably irresistible to developers.



The Citroën Event of the Century

PCN Editorial Staff

Citroën Centennial

The Citroën automobile company was launched on June 4, 1919 with the release of the Type A 10CV. On July 19-21, 2019, Automobiles Citroën celebrated its 100th birthday with an event that was without a doubt, the largest gathering of Citroën fans that there has ever been. The event was put together through a collaboration between several European Citroën clubs and Citroën itself. Planning officially started in 2015 and by early 2016, the event was announced to the world.

Initially, the centennial celebration was to be held in at Michelin's famous test track in Clermont-Ferrand (this location was the site of ICCCR 1995). However, the venue was changed to La Ferté-Vidame, near the site of Citroën's own test track.

La Ferté-Vidame

In 1938, Citroën decided that they needed a place to road test their cars that was not on public roads. This test facility must be large enough to have a test track and be completely free of prying eyes from the media and from competitors. They chose a large plot of land about 140 km (90 miles) west of Paris. This test track is well hidden, deep in the forests of the Perche Nature Park, in the beautiful Loire region of France.

The centennial event was not actually held on the test track itself. Instead it was held on the grounds of a chateau ruin at La Ferté-Vidame, directly adjacent to the test track. This chateau and its grounds are now a large park. So, the secretive test track remains elusive.

Logistics

Prior to this event, the next largest Citroën event that I have attended was ICCCR '95 at Michelin's test track. While an amazing meeting, some of the organizational logistics of the event were a failure. The worst of which was that the entrance to the grounds required thousands of participating vehicles to pass through a single Michelin security gate. This resulted in hours waiting in a queue in the scorching sun to get inside. There was also precious little shade, culminating in nasty sunburns and dehydration.

Fortunately, the organization of this event was really superb (at least in our experience). We purchased tickets on the official website a month or so in advance. Tickets could also be purchased on-site at various ticket booths.

We headed toward La Ferté-Vidame in our rental car with the GPS guiding the way. As we got close to La Ferté, dozens of local Gendarmes had all of the tiny one-lane roads carefully controlled to steer cars in the correct direction to reach several different parking areas, or to allow participating cars onto the chateau grounds.

Somehow, the organizers managed to almost completely eliminate traffic problems entering and exiting the event. Surprisingly, we had no queues in the car or at the pedestrian entrance, despite the huge numbers of cars and people in the area.

The Meet

The chateau grounds were segregated into display areas for the categories of Citroën cars (DS, 2CV, Traction Avant, pre-war, CX, SM, BX, etc.). If viewed aerially, these display areas were cleverly arranged in double chevron shapes.

There were also large tents set up with displays of various cars, including from Citroën's collection (e.g. the three unrestored 2CV prototypes that remained hidden at this exact site for 50 years, a handful of the presidential Citroëns, Kégresse half-tracks, etc).

There was a vendor area where you could search for new and used parts, this was my favorite area. Many international parts sources had booths there, including Burton 2CV, CitroenDS.net, Dirk Sassen, and others.





Europe was in the midst of a record-setting heat wave at the time. However, the three days of the event were spared the worst of the heat as sporadic clouds tempered the temperature to a comfortable 75-80 F. There was one unusual weather problem that occurred on Saturday when an unexpected cloud burst came out of nowhere and soaked everything and everybody for about 30 minutes. Once the rain stopped, it warmed right up again and things dried out.

At one point when we were leaving for the day, we came across a convoy of 1920's Citroën Kégresse Half-Tracks on a country road, heading for the meet.

On-Site Facilities

Generally, the on-site logistics were excellent, including many different food trucks, entertainment, tents, toilets, etc.

The only meet organizational failure that we encountered was a serious one, and was associated with trying to buy beverages - any sort of beverage, including a water bottle. They had a complicated scheme whereby the only way to get a beverage was to go to one of several booths and purchase different colored tokens. The queue for the token booth in the main food truck area had a queue that was a good 30-60 minutes. You then took your tokens to a single beverage tent and exchanged the tokens for your beverage. This meant that you had to wait in yet another queue. Different color tokens meant different things, but I gave up before I figured out what the various colors meant. This whole experience was a miserable failure, and a somewhat of a serious one given the summer weather and number of people (including elderly) attending.

Due to the ridiculous queues and confusing beverage situation, it was far easier to exit the chateau grounds and get food / drink from the charming village of La Ferté-Vidame (which is nestled immediately adjacent to the chateau grounds, so only a 2-minute walk from the event). The village was well prepared to support the event, with many independent food and beverage booths on the main street as well as a restaurant or two. We found no queues in the village and there was a wide variety of yummy food and drink available. For some reason the village was not overcrowded, despite the huge meeting attendance. Perhaps most of the crowds didn't know that the village was so close!

Participation

As of this writing, the actual attendance numbers do not appear to have been announced. However, one media source reported that 4500 Citroën cars participated and 50000 people attended.

There were a number of North Americans spotted, including a handful of NWCOC members. At least two NWCOC members shipped their cars to France for the event.

This truly was a once-in-a-lifetime event for a Citroën enthusiast.



Mullin Museum Revisited IV

PCN Editorial Staff, Chuck Forward, Images from Biblioptiucs Alanskii

In early 1934 Citroën was ostensibly offering no less than 64 rear-drive models ranging in price from the 8 Demi-Luxe NH "Nouvelle Habillage" at F 19,000 to the 15 NH Coupé de Ville at a whopping F 43,500. The factory could mix and match rear-drive body styles nearly ad infinitum due to the body-on-chassis design and mass assembly of the steel bodies.

Into this forest the Traction Avant was introduced in April, 1934 as the Citroën 7A. The engine was a 1303cc, 72 x 80, 32hp wet-sleeve OHV type. This was replaced almost immediately by the 7B with a 1529cc, 78 x 80, 35hp engine. Alongside the 7B was the 7 Sport with a 1911cc, 78 x 100 46hp engine which would become quite familiar over the decades. The 7B and 7 Sport gained a second windshield wiper, with a ludicrous vacuum power system until October, 1934 when they became electric.

Unlike the rear-drive models the Traction used a monocoque body shell, so any major changes required substantial engineering, and money. The range comprised 3 basic body styles; 4-door sedan with a solid steel roof or a vinyl insert panel, 2-door convertible, and "Faux Cabriolet" 2-door coupe. The coupes could be 2 or 4 passenger, with a rumble seat. The 7A was priced at F 17,700. The 7 Sport Cabriolet and Faux-Cabriolet topped out at F 21,950, the prices were soon lowered to F 21,000. Contrary to the reputation of the postwar era, these first Tractions were offered in a variety of charming and vibrant colors.

The cars did impress on the road, mostly. The introduction of revolutionarily new models entailed unavoidable teething troubles which the factory worked feverishly to correct. Citroën's financial issues were already well entrenched, at the worst possible time.

At the Salon in October, 1934, the 11 was introduced with enlarged bodies. Wheelbase increased from 291cm (114.5 in) to 309cm (121.6 in), track from 134cm (52.75 in) to 146cm (57.48 in), overall length from 445cm (175 in) to 465cm (183 in) and width from 162cm (63.8 in) to 176cm (69.3 in). A new extra-long wheelbase of 327cm (128.75 in) appeared on the 11 Familiale and proposed Coupé de Ville. "Floating Power" gave way to the Pausodyne system which used variable rate springs to support the engine. The 7 Sport, a 7 body with the 78 x 100 1911cc engine was renamed 11 Légère. To top off the Salon, the proposed 22 with a V8 engine fired the imagination. Reality would kick in three months later.

On December 21, 1934 the Tribunal de Commerce de Paris ruled that Citroën was to be placed in liquidation. Edouard Michelin would take on the enterprise, at the very moment the Traction Avant had been properly sorted out. André Citroën, alas, forfeiting his factory, did not get to truly enjoy the fruits of the project and was dead by July, 1935.

Some customers were reticent about a car as unconventional as the Traction so Citroën resurrected the 10 Commerciale and 11 Commerciale rear drive models, at F 21,000 and F 25,000 respectively.

Halfway through 1935, more revisions. The 7C engine stroke dimension aligned with the rest of the range at 100mm, with 72mm bore for 1628cc. Hydraulic telescopic shocks instead of friction type. The rear-drive models were renamed 7UA and 11UA, using the Traction's 72 x 100 and 78 x 100 engines placed backwards in the chassis with the designation MI (moteur inversé).

By 1936 the Tractions saw yet more revisions, painted grille rather than chrome, teardrop headlamp housings, trims on the hood flaps reversed to match the opening direction, only one fuel filler orifice instead of two, left hand license plate mount, and the biggest change of all- exterior trunk lid on the berlines. In May, steering changed to rack-and-pinion instead of the previous recirculating ball Gemmer system, and the central speedometer moved ahead of the steering wheel.

For 1937 the 11 range became the 11B and 11BL for the smaller cars. Two cowl vents were reduced to one in the center, the horns were mounted behind the grille, eliminating two small apertures in the front fenders.



Above and Below: 1935 7C Cabriolet, Chassis 071013, Engine 72 x 100, 1628cc. Purchased by Mullin in 2012 in France. This car shows the small horn grilles in the front fenders, two cowl vents and two windshield wipers.



Below: 1935 7C central speedometer and instruments.





Above and Below: 1935 7C showing the uncluttered engine bay with the 1628cc unit. Rear view with the rumble seat and left hand license plate



Above: 1937 7C Berline showing the tidy speedometer housing ahead of the steering wheel.

Charlie Dirscherl and Challenger Motors - by Chuck Forward

Charlie Dirscherl was not the first owner of Challenger Motors. A pair of promoters had started Challenger in 1938 who saw an opportunity bring in Citroëns in order to grab part of the French import market sweeping the movie industry. Delahayes and custom coachwork from the likes of Darrin were popular among the Hollywood elite. Charlie's garage happened to be located close to the Challenger dealership and provided service to the cars of these entrepreneurs. The number of cars that were imported be-



Above and Below: 1937 7C Berline, Chassis 95800, Engine 72 x 100 1628cc. All steel roof. Base models had black fenders, wheel rims, and spare tire cover, but these items could be body color for F 300 extra.



Above and Below: 1937 Challenger 11 B Légère, Chassis 369084. Purchased by Mullin in Arizona in 2015



Mullin Revisited Part IV

fore the war is unknown though a quantity of convertibles were imported (probably around 30) and one diesel-engine truck; the truck is waiting to be restored out in Temecula. All the pre-war cars had a "Challenger" body tag attached as Citroën was not a recognized manufacturer in the state of California. Challenger had to take out a manufacturing license in order to get the cars registered. In early 1940, the Germans sank Challenger's next shipment of cars and parts. This forced the owners to see the handwriting on the wall that no new stock was forthcoming, so they sold what remained of the business to Charlie.

Charlie maintained the Challenger Citroëns through the war by whatever means possible. Being a machinist by trade, he knew where or how to get things done. Gearbox breakage was common and he had made seven sets of ring and pinion gears with straight teeth. Charlie claimed he could hear the cars coming from a block away by the howl they made. He replaced the needle bearings in the axles with bronze bushings and other such makeshift modifications until the war was over.

After the war, Charlie would bring in cars on a special-order basis from a Belgian distributor when he couldn't get satisfaction from Citroën directly. In 1952, another dealership- in Pasadena- snagged the exclusive right to import Tractions from Citroën. Charlie quickly visited Paris to raise Cain with the factory over this usurping of his business. Nothing could be done because the contract was signed, but Citroën gave Charlie the exclusive right to all the spare parts for Tractions in the U.S. The Pasadena dealers never sold one Traction because they had sunk all their money on the first large shipment of cars and forgot to account for the import duty when the shipment showed up on the dock. The dealership couldn't pay for their release and the cars sat on the docks for four months accruing storage charges until Charlie made an offer to buy them out. That is how he remained a Traction importer until 1956. When Citroën set up their official presence in the U.S. in 1956, Challenger's contract had to be reckoned with, so they made Charlie a dealer even though Citroën's own dealership on Wilshire Boulevard was not far from Challenger Motors on Melrose Avenue.

- Reprinted from CCC Newsletter Issue 434.



Above: 1937 Challenger 11 B Légère. Items like bumpers and lights tended to be replaced with comparable US-made items, perhaps due to privations of World War II.



Above and Below: Challenger Tractions tended to be given customized paint jobs and interior treatments, typical for Southern California. Here the seat frames are painted rather than chrome. Custom steering wheel.



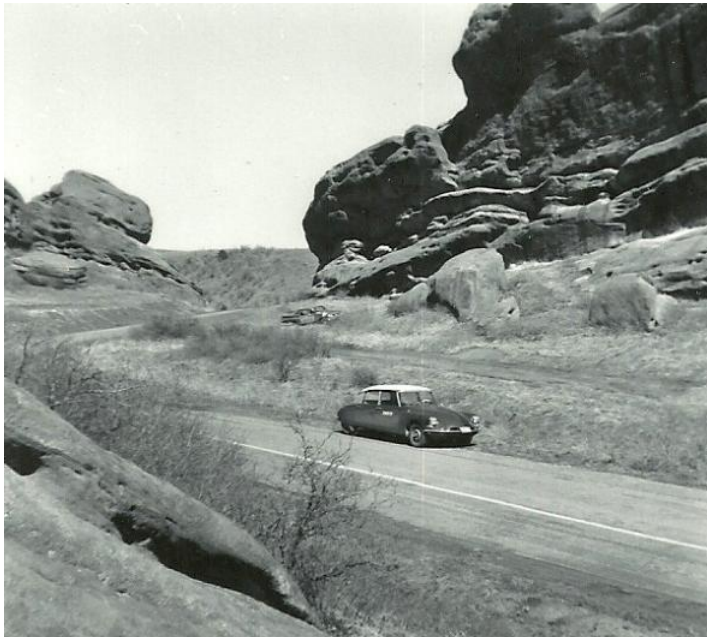
Tractions Avant, both Citroën and Challenger were desired for customization of bodywork and mechanically, for privateer racing. Challengers have been spotted with wire spoke wheels, split exhaust systems with a diverter for a straight pipe, or even remodelled bodywork on a convertible.



Above: Custom fabrics and colors in the interior.

Ivan Frank, Denver Citroën Dealer II

From Georges "Citrowagon", Images from Edouard, Ivan Frank



Ivan's Rally Experiences

(Ivan) got into road rally and autocross with his cars. He raced his Citroëns with the same success that DS and ID enjoyed in Europe.

Photos **above** and **right**: Ivan Frank's Rally Car #77

The dashboard of this ID19 has been seriously modified for competition. A huge tachometer and various gauges were added. Nothing has been spared to add performance and keep the driver comfortable. You will note the presence of a radio and a full ash tray! (Ivan smoked like a chimney, even when in competition!)

The push button of the trunk lid on this car and the long back fenders permit us to identify the exact year of this ID: 1960. Please note the nice logo of the dealer 'Carl Bartz' and the dual exhaust pipes. Those are not fake, as this ID is equipped with a dual exhaust manifold and dual carburetors. (the Connaught system.) The reflectors are typical to an export model.

Auto Shows

CITROWAGON: "Ivan, Outside racing cars what were you doing?"

IVAN: "Along with my friend Carl Bartz, I participated in several auto shows. For those I modified a few cars to show the advantage of the hydraulic suspension..."



Next Issue:

Ivan Frank and Citroën at Auto Shows

FOR SALE

1983 Citroën BX petrol. Includes some extra parts. Car ran about a year ago, but may or may not run now. Located in Port Townsend, WA. Must sell quickly. Make offer. Contact Heather at (360) 316-9117.



The photo to the right is a random stock photo to remind you what a BX looks like – THIS IS NOT THE ACTUAL CAR. PCN #79

1972 DS21 Pallas. Current mileage approximately 58,500 miles. Air conditioning. Lots of improvements since I bought it in 2005 at approximately 49,000 miles from the second Los Angeles owner. Improvements include sphere replacement,



exhaust system replacement, new carburetor, new tires, new alternator, rebuilt steering rack, radiator flushing, new distributor with electronic ignition, battery (2016), replaced carpeting and interior door panels, new headliner, and engine rebuild by Citroen Concours in 2010 (53,200 miles). Extensive work in 2012 by Chris Middleton (Seattle) including transmission repair, brake sphere repair, water pump repair and tune up. Stereo with CD player has been installed. Oil changes were done a minimum twice per year. Needs some body work and paint, minor detailing, and AC work to be complete. The AC has a new rotary compressor pump and tubing, however, final connection requires change to "O-ring" fittings. I do have the old reciprocal AC compressor pump and taper connectors. I have a fiberglass boot lid replacement as well as many other parts. Car is in Spokane, WA. It has not been driven in winter conditions. I will provide more photos of the car, if requested. \$22,500 USD. If interested, please contact me by e-mail, dttwigg@gmail.com. Phone (509) 994-0214. PCN#78

1988 Peugeot 505 STX, automatic, 80000 miles, spare transmission and more new and used spare parts. Contact Rado Stoian at: radus505@yahoo.com PCN#78



1988 Peugeot 505 SW. 3.0 V6, 5 Speed manual, ABS, spare engine, transmission and more new and used parts. Contact Rado Stoian at radus505@yahoo.com PCN#78



1962 2CV. This car used to belong to Paramount Studios and was used in the movie "Indecent Proposal" with Robert Redford and Demi Moore. The 2CV has a new top, reconditioned heads and valves. Needs ignition coil and TLC. Located in Arlington, WA. For info call Rudy 425-870-8740. Asking \$5500.00 OBO. PCN#79



PIÈCES DÉTACHÉES

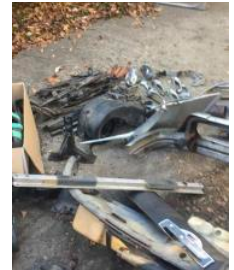
New front spheres for a Citroën DS. These fit any LHM (green fluid) car or station wagon. These are recent production parts made by the best sphere manufacturer out there (IFHS). Very good price at \$75 each (\$150 a pair). I also have rear sedan and accumulator spheres. Contact Chris at cddubuque@earthlink.net. PCN#79



DS NOS trunk gasket. This is the foam type used on many export models (such as North American models). This has been stored in a warm dry basement for many years and is in perfect condition, in original bag, rubber 'skin' is still soft and pliable with no cracking. \$185. Seattle, WA. cddubuque@earthlink.net. PCN#79



DS front bumper. Perfect Condition. Rare bumper with the lower vents for an Air Conditioned Car but fits any '66-'75 DS. The stainless parts professionally polished, sheet metal parts sand-blasted and painted. Been storing it for years, now time for it to find a new home. \$1500. Seattle cddubuque@earthlink.net. PCN#79



1969 DS21 Pallas - Stainless trim parts, glass, door parts, etc. See photos. Too many parts to list. Please inquire. Lloydminster Alberta. Ron Walsh: ronwalsh55@telus.net PCN#78

Citroën DS Rims. Very good condition wheels for a late model DS. Original paint in fair condition. \$100 for the pair. Seattle. cddubuque@earthlink.net. PCN#78



DS Rear Window, Used Fits all years DS/ID/D- Special. Excellent Condition, no scratches. **NOW FREE** Tom Farrell, Cell 425-301-3297, Home 425-957-0061, tomf@westernindustrial.com PCN#78



NEW 2CV/Méhari Parts; Front fenders, Tinted windshield with rubber, Muffler and exhaust parts, Front bumper with inserts, mounts, Mirrors, outside, Mudflaps L&R, Door Handles for suicide doors OEM, Moldings for body, chrome, Headlight bulbs yellow 12V, Vent knob, Gas cap, locking, Ignition 123 new in box, Speedo AZ, 0 km, Lights, interior Jack Hillyer, rasky38@gmail.com. PCN#78

PIÈCES DÉTACHÉES

USED 2CV/Méhari Parts; Méhari windshield, Hood, ripple bonnet, Brake drums, Wheel/Tire, Damper, suspension, Pulley, engine, Lug nuts, Springs, suspension, Latches door/window, Dash, AZ, Headlight Méhari, Trim strips, Cables, clutch, etc, Air Filter, K&N Contact for pricing: Jack Hillyer, rasky38@gmail.com. PCN#78

DS Distributor. New-Old-Stock NOS Ducellier Distributor for a Citroën DS. This has a 4254E advance curve which is generic enough to work on most any carbureted DS, DS21 or D-Special from 1966-1975. Easy one to get points/rotor/cap. Half the cost of the popular 123 electronic distributor. \$250 cddubuque@earthlink.net PCN#79



For **TA 11CV Légère** brand new 13-piece carpet set. They have sent me the wrong carpet set as I have an TA 11CV BN

Will sell for best offer. Nico. email: tsofca@msn.com. PCN#79



2CV Starter Motor. New Starter Motor for a 2CV/ Méhari. It is made in Poland for the original equipment manufacturer, VALEO. \$150. PCN#79, cddubuque@earthlink.net



FRANCOMOBILIA

FREE DVD and CD! LONG LIVE THE TRACTION; A CD and DVD combination. CD contains: Traction Model Guide, Citroën manuals, Maintenance articles, old traction ad's, more. 6 DVD's : Introduction, Tractions Restored, 4 Videos of Traction Rallies. Will accept postage and handling of \$5.00. CONTACT John Chestnutt, email jmac52@comcast.net. PCN#79



Citroën Greeting Cards, original illustrations, full color. 26 images to choose from. 6 cards \$20, 9 cards \$30, 12 cards \$40, 24 cards \$80. Prints, 11x14, signed and numbered, \$29 each. Alan VanEss, 1357-B Camino Peral, Moraga CA 94556. email: alanvaness@sbcglobal.net www.Citroënicity-vanessstudio.com. PCN#79

Books Service manuals: Traction, 2CV, Dyane, Ami, ID, DS, CX, XM, AX, BX, ZX, Xantia, Saxo, Visa, C15, more! Parts manuals for 2CV family. Marque history books for 2CV, ID, DS, XM, Traction, Méhari and SM. Contact books4cars at www.books@books4cars.com or call 206 721 3077. PCN#79

Original Sales Brochures: All Citroën models, interiors, and features. Prices per year. 1956-60, \$25; 1961-64, \$20; 1965-69, \$18; 1970-present, \$15. Add \$3.85 shipping/handling. Also have literature for other cars and trucks, worldwide. Walter Miller, 6710 Brooklawn, Syracuse NY, 13211. Phone: 315 432 8282, FAX: 315 432 8256, www.autolit.com. PCN#79

CITROËN CAR CLUB ONLINE STORE

<http://citroencarclub.us/shop/>



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Cap Dark Blue Adjustable \$15
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T-Shirt White \$15
Sizes M, L, XL, XXL. On Back "Blue D" picture



T-Shirt Tan \$15
Sizes M, L, XL, XXL
On Back "Will work for parts"



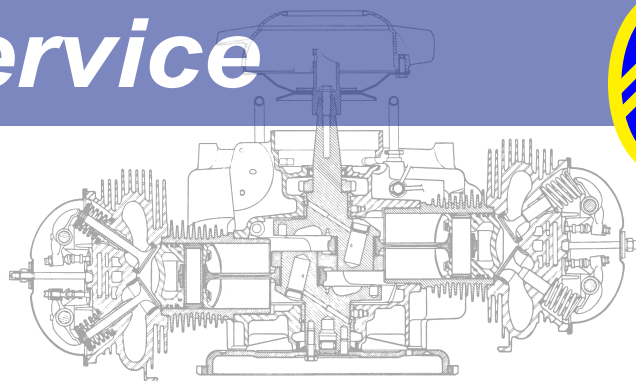
Rendezvous 2018 Shirt \$15.



Key Fob \$8
2 1/2" tall, CCC USA Logo

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Parts and Service



PARTS and SERVICE

NAME	LOCATION	SERVICE	CONTACT
Autobooks - Aerobooks (Forward/VanCuren)	Burbank, CA	New and used Automotive books, magazines	818 845 0707
Books4cars (Alex Voss)	Seattle, WA	Automotive manuals, books and literature	books4cars.com
Brad Nauss Auto	Pennsylvania	Traction Avant and DS parts	bradnaussauto.com
Chris Dubuque	Seattle, WA	Rebuilt D pumps, steering, spheres; new parts	cddubuque@earthlink.net
Chris Middleton	Seattle, WA	Restoration and parts - All Citroën models	206 523 4179
Citroën Concours	San Diego, CA	Parts and repair: all Citroën	858 566 2860
Classic Motorcars International (Erik de Widt)	Mt. Airy, MD	2 CV imports and sales	erikdewidt.com
Coker Tire	Tennessee, USA	Michelin tires: vintage and all Citroën sizes	cokertire.com
Dave Burnham's Citroën Repair & Restoration	Delanson, NY	Repair and parts	518 875 6956
FPS West (Kenji Yoshino)	Seattle, WA	2CV parts: large inventory	2cvsource.com
Garage Longueville	Santa Cruz, CA	Service and repair, all Citroën models	831 476 8395
Import Auto Supply (Kurt Languirand)	San Bernardino, CA	Service for Citroëns by appointment only	aerokurt@gmail.com
Key Men - Keys for Classics	Monroe, NY	Key blanks for French cars and others	key-men.com
Mark Lally	Seattle, WA	CX help	marklally1@yahoo.com
Metric Motion (Garret Van Hylckama)	Flagstaff, AZ	Citroën Service	928 774 7693
SM World (Jerry Hathaway)	Valencia, CA	SM parts and repair	smworld@sbcglobal.net
Summit Insurance Advisors (Barry Singer)	Scottsdale, AZ	Property & Casualty Insurance for classics, AZ and CA	www.summitinsuranceaz.com
Walter Miller Auto Literature	Syracuse, NY	Vintage Auto Literature	autolit.com
Western Hemispheres (Miles Potter)	Santa Cruz, CA	Parts for Citroën, Peugeot, Renault	westernhemispheres.com
2CVsRus (Axel Kaliske/Ursula Walter)	Seattle, WA	Quality 2 CVs, repair service, restoration	2cvsrus.com

NAME	LOCATION	SERVICE	CONTACT
Andre Pol	Netherlands	Parts: all models	citroen-andre.com
Chevronic Centre Ltd.	UK	GS, GSA, Ami Super (mechanicals)	chevronics.co.uk
Citroën Classics	UK	D Model parts	www.citroenclassics.co.uk
Citroworld	Netherlands	DS, Véhicule H Parts	citroworld.com
CTA Service	Netherlands	Traction, D and A series parts	www.ctaservice.nl
Depanoto	France	Traction Avant parts	depanoto.fr
ECAS 2 CV Parts	England	2 CV Parts	ecas2cvparts.co.uk
John and Murray Motors	Vancouver, BC	Citroën Garage-all models, used parts DS	604 879 7916
Jose Franssen	Belgium	Traction parts	www.citroen-traction-avant.com/en/
Jukka Isomaki	Vaasa, Finland	2CV Cards, cookie cutters and gifts	sitruuna.com/2cvstuff
myparts.org	Norway	Parts for DS, GS, CX, 2 CV.	myparts.org
Marc's Import Auto Repair	Burnaby, BC	Citroën Garage-all models, used parts DS/SM	604 432 6636
Méhari Club Cassis	Cassis, France	Méhari, 2 CV parts; reconditioned Méhara	mehariclub.com
Wilkinson's Automobilia	Vancouver, BC	Citroën Books, brochures, models, collectables	eautomobilia.com

The list above includes individuals and companies that support our club or were recommended by our club members. The club does not necessarily endorse any of these individuals or companies and takes no responsibility for their products and/or services.



Concours de Maryhill 2019

Open Car Show

Saturday, October 5, 2019 9 a.m. - 4 p.m.
Awards - 3:30 p.m. * Event Dinner - 4:00 p.m.

Registration: \$20 at show; \$15 pre-registration by Sept. 28, 2019. One entry per vehicle.
Buffet dinner: \$18 per person.

Please make check or money order payable to GMA and return with **signed form and disclaimer** to Goldendale Motorsports Association, P.O. Box 481, Goldendale, WA 98620 by Sept. 28, 2019.
For more information, contact Dennis Schroder at (509) 539-2557.

Vehicle Information:

Year: _____ Make: _____ Model: _____

Please have car parked by 11 a.m. Hillclimb Racers parade to Museum at approximately 12 p.m.

Please mark the ONE class you wish to enter:

OPEN CLASS:

- A. 1929 & Older _____
- B. 1930s _____
- C. 1940s _____
- D. 1950s _____
- E. 1960s _____
- F. 1970s _____
- G. 1980s _____
- H. 1990s _____
- I. 2000 & Newer _____

- J. Modified ('60 & Newer) _____
- K. Pickup _____
- L. Motorcycle _____
- M. Convertible _____
- N. Corvette Coupe _____
- O. Corvette Convertible _____
- P. Chevrolet Tri-5 _____
- Q. Survivor _____
- R. Orphan _____

AMERICAN MUSCLE ('63-'73):

- S. American Motor Co. _____
- T. General Motors _____
- U. Ford Motor Co. _____
- V. Mopar/Chrysler _____

EUROPEAN:

- W. British _____
- X. German _____
- Y. Italian _____
- Z. Swedish _____

Name: _____

Address: _____ City, State, Zip _____

Phone: _____ Email: _____

Number of dinner tickets: _____ Total Enclosed: \$ _____

Please read before signing

DISCLAIMER: I hereby release Goldendale Motorsports Association, the Maryhill Museum of Art and all other sponsors, members, officers, employees, agents, family, friends and pets from all liability for any injury, damage or insult (real or imagined) in connection with this event. We respect your right to have an opinion, but there is no political advertising of any kind allowed. Entrants give permission to use photos and videos and information of entrants, guest(s) and/or vehicles for any promotional or commercial purpose and are not due any monetary compensation whatsoever. Additionally, I hereby certify that this vehicle is covered by auto liability insurance.

Signature: _____ Date: _____



**We urge all Rendezvous 2019 attendees to stay at the
Cambria Pines Lodge, Cambria CA**

NOTE: Our rooms at Cambria Pines are sold out.
There are plenty of other nice places in Cambria.

We recommend the Bluebird Inn, <https://www.bluebirdinn cambria.com/>

Cambria Pines Lodge
2905 Burton Drive, Cambria CA 93428
(800)966-6490

You must make your reservations before August 19, 2019

*Should you miss the cutoff date to make your reservation you may call the hotel to reserve a room
at their best available rate, based on availability.*

**Rendezvous 2019 Gala Dinner
September 21st, 2019**

Gala Dinner Program

6:00–7:30 No-host bar
7:30–10:00 Gala Dinner
10:00–10:30 Awards Presentation

Gala Dinner Menu

Salmon Filet

Fresh filet of salmon baked with basil sauce or broiled and drizzled with
citrus balsamic reduction.

Santa Maria Style Barbeque

Mesquite marinated beef tri-tip with baked beans, served with garlic bread.

Ravioli Medley

A combination of cheese, sun-dried tomato, and butternut squash ravioli, topped
with herbs from our garden and parmesan basil cream.

The **Citroën Car Club, Inc (CCC)**, is a non-profit organization founded 1956 to support Citroën, PSA Group & Panhard Owners.

President	Chuck Forward	chuck@citroencarclub.us
Vice President	Rod Pick	rod@citroencarclub.us
Treasurer	Tony Dellosso	tony@citroencarclub.us
Secretary	Bob Henry	bob@citroencarclub.us
Member-at-Large	Bruno Sere	bruno@citroencarclub.us
Membership	Tina Van Curen	tina@citroencarclub.us

Events are held semi-monthly, or more often, throughout Southern California. The club shares hosting of the West Coast Rendezvous with the San Francisco club, alternating years.

Annual membership is \$20.

Please address any questions, address changes, ideas or suggestions to:

club@citroencarclub.us

Citroën Car Club, Inc; 28345 Foothill Dr, Agoura Hills, CA 91301 USA

Visit us online at: <http://www.citroencarclub.us>

Pacific Citroën News (ISSN 1542 - 8303)

PCN Editor Allan G. Y. Meyer pcn.editor@gmail.com

Info on Citroën, DS brand, Panhard and PSA Group's French brands (Peugeot, SIMCA, Talbot) created for and published by the participating organizations.

Classified ads limited to 75 words and one photo; ads run 2 issues.

Address letters to your Club's Editor. Info and images may be submitted electronically by email. Text: MS Word (.doc) iWork (.pages); TextEdit rich text format (.rtf). Images: JPEG (.jpg) files at 300 dpi resolution or higher.

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The **Northwest Citroën Owners Club (NWCOC)** is a nonprofit group, whose aim is to be of service to friends of Citroën.

President	Lincoln Sarmanian	lscitromatic@gmail.com
Vice President		
Treasurer	Al Johnson	aljohnson@windermere.com
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Oregon Liaison	Stan George	ssgkag@teleport.com
Canadian Liaisons	Chris Adshead	chrisadshead@shaw.ca
	John MacGregor	johnnymac4bc@telus.net

Should you see or hear an interesting bit of Citroën news, please email it to the editor or mail it to the NWCOC PO Box shown below. Members are encouraged to attend board meetings, held the second Monday of each month at 7 PM in the Seattle area. Contact a board member to confirm the meeting time and location.

Classified and business card advertisements are free for members, space permitting, and US\$15 per month for non-members. Back issues are \$1.50 as available. Permission to reprint original material is granted to any nonprofit membership publication on a single use basis if full credit is given to the author. While we make efforts to insure the accuracy of information and advice given in this newsletter, the clubs accept no responsibility for such advice.

Send membership questions, address changes, ideas, etc. to our P.O. Box.

Northwest Citroën Owners Club, P.O. Box 16185 Seattle WA 98116 USA

Please send membership renewals to the P.O. Box. Worldwide annual membership dues are US\$20 for Electronic Edition (an email address is requested).

Club email is: NWCOC@earthlink.net

Visit us online at: <http://www.nwcitroen.org>



Next Issue: We learn the significance of NWCOC's Seward Park event.

Front Cover: Tractions Avant at the Citroën Centennial in France. Image by Chris Dubuque **Image this page:** NWCOC Winter Dinner, Image by Bibliopticus Alanskii.

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